

FARMINGTON CITY COUNCIL MEETING

November 15, 2016

WORK SESSION

Present: Mayor Jim Talbot, Council Members Brett Anderson, Doug Anderson, Brigham Mellor, Cory Ritz, City Manager Dave Millheim, City Development Director David Petersen, City Engineer Chad Boshell, City Recorder Holly Gadd and Recording Secretary Katie Gramse. Council Member John Bilton was excused.

Cross Section Approval for the 650 West Street Improvement Project

Dave Millheim said that this is a \$4.2 million construction project. He told of the various funds the City has received and explained where each portion of money will be allocated. However, there is still the unfunded SAA portion remaining, which is \$763,915. In the event the SAA does not pass, the City Council will need to decide how they will pay this amount. The City staff came up with two options that will help in paying for the unfunded SAA portion. Both options call upon the extension agreements in their entirety. The majority of the extension agreements have asphalt tie-in as part of the residents' terms. **David Peterson** explained that the asphalt tie-in definitions found in the extension agreements include the area from the property owners' gutter to the existing asphalt portion. To make it fair for each resident, the City averaged out the required asphalt tie-in on both sides of the road. This averaged total will be what the residents owe.

Dave Millheim explained Option 1 that is found in the staff report. It states to call on the extension agreements in their entirety. It is estimated that anywhere from \$500,000-\$600,000 could be paid by these agreements. If the extension agreements are called upon, the shortfall that the City would have to contribute is approximately \$270,000. The shortfall that the City will need to pay will be taken from the General Fund. This leaves the extension and non-extension agreement residents to pay for the curb as well as the asphalt tie-in and subbase. The sidewalk portion will be taken out of the area along 650 West and Glovers Lane due to the Tiger Grant.

Dave Millheim then explained Option 2 from the staff report. It states to call upon the extension agreements in their entirety, but to have the City's Prop 1 funds allocated to cover the asphalt portion of each respective extension agreement. Those residents on 650 West and Glovers Lane will not have to pay for all the sidewalk due to the Tiger Grant, but the residents will need to cover the City's 20% match. It is estimated that the extension agreements could pay between \$250,000-\$300,000 leaving the City with a shortfall of approximately \$600,000. **Dave Millheim** said the residents do not like the idea of paying so much for the asphalt tie-in, so the City will use the Prop 1 money specifically towards the asphalt tie-in.

Chad Boshell told the City Council that there are approximately 8,000 linear feet in the extension agreement portion. This does not include the portions Farmington City owns or the area in front of the high school. **Cory Ritz** estimated that the amount owed from the extension

agreement owners would be around \$62.50 per linear foot. The City Council felt this estimate might be more reasonable for the residents to comply with.

Dave Millheim said bidding for this construction project would be best between January through March of 2017. Bidding early will save the City money before the contractors get too busy. Also, the City needs to have the road done before the school year starts in the fall of 2018.

REGULAR SESSION

Present: Mayor Jim Talbot, Council Members Brett Anderson, Doug Anderson, John Bilton, Brigham Mellor, Cory Ritz, City Manager Dave Millheim, City Development Director David Petersen, City Engineer Chad Boshell City Recorder Holly Gadd, and Recording Secretary Katie Gramse.

CALL TO ORDER:

Roll Call (Opening Comments/Invocation/Pledge of Allegiance)

The invocation was offered by **Brigham Mellor** and the Pledge of Allegiance was led by **James Blood**, a participant from the Boy Scouts of America from troop 981.

Mayor Jim Talbot welcomed the youth City Council members **Jake Barnes, Carlie Coates, and Sam Hogge**

NEW BUSINESS:

Construction Options for 650 West Street Improvement Project

Chad Boshell said the total cost of this project is \$4.2 million. The City has received some funding which has been allocated to specific categories. This leaves an unfunded (SAA) amount of \$763,915. This unfunded amount does not include any bonding or financing costs that could occur depending on how the City funds the project.

The City has approximately 53 extension agreements that can be called upon throughout the project. The cost assessed to each resident with an extension agreement is different depending on their specific extension agreement, and whether they do or do not live within the Tiger Grant boundary. There are two options that involve calling upon the extension agreements for funding:

1. Call on the extension agreements in their entirety. It is estimated that anywhere from \$500,000-\$600,000 could be paid by these agreements. If the extension agreements are called upon, the remaining balance the City would have to contribute is approximately \$270,000.

2. Call upon the extension agreements in their entirety, but have the City's Prop 1 funds allocated to cover the asphalt portion of each respective extension agreement. The residents on 650 West and Glovers would not have to pay for all the sidewalk due to the Tiger Grant, but the residents would need to cover the City's 20% match. It is estimated that the extension agreements could pay between \$250,000-\$300,000 leaving the City with a shortfall of approximately \$600,000.

These estimates include curb, gutter, sidewalk, and asphalt extension with the associated items needed to complete those listed in the extension agreement.

Staff recommended the City Council going to bid as soon as possible in order to receive the most favorable bid. As outlined in Option 2, the City will construct the project by using the above funding and calling on the extension agreements along the roads in the current SAA boundary. After the project bids, if there is still a funding shortfall as estimated, the project will then scale back its focus to only completing the 650 West and Glovers Lane portions.

Doug Anderson asked **Chad Boshell** if the cost of the project would be a lot different if the City did an equestrian trail opposed to just sidewalks. **Chad Boshell** said the equestrian trail option would depend on how the City wanted it to look and where it would be placed. The Tiger Grant will cover most—if not all—sidewalk fees along 650 West and Glovers Lane. The City does not want to put an equestrian trail along that portion. However, along the other streets that need to be reconstructed, it may consider different options.

Mayor Jim Talbot asked if the Council could get an estimate of the total amount the City would save by bidding in January instead of waiting until July. **Chad Boshell** said if the economy stays how it is, the City will save at least 10% by bidding in January. **Mayor Jim Talbot** also asked what the benefit would be if the residents went with the SAA opposed to Option 1 or Option 2. **Chad Boshell** said the SAA lets the residents have a 10-year financing option. If the SAA does not pass, the residents will need to find their own financing or pay it all upfront depending on what their individual extension agreement says.

Brigham Mellor said in the event the SAA passes, the City would self-fund the amount so that the City would not need to pay interest charges on a bond. He said if the SAA does not pass, the City calls upon the extension agreements, and the individual cannot pay within their allotted time, the City will place a lien on the property. **Brigham Mellor** then asked if the lien would have interest charges associated with it. **Dave Millheim** said it would have interest charges, attorney fees, and collection charges—plus whatever else it takes to collect the funds.

Dave Millheim asked the City Council to authorize clearly notifying the residents of the amount required for their individual property, based on the unfunded portion of the SAA. The City Council agreed that the residents need to be notified prior to December 5th which is when the protest period is over. **Dave Millheim**, **Brett Anderson**, and **Cory Ritz** will compose a letter to the residents explaining the total amount owed in the event the SAA passes. The letter will also state the total individual amount owed based on their extension agreement if the SAA does not pass.

Motion:

Brigham Mellor made a motion that the City Council approve Option 1 as contained in the background portion of this report pursuant to the SAA being shut down after December 5, 2016.

1. Call upon the extension agreements in their entirety. It is estimated that \$500,000-\$600,000 would be paid by these agreements. If the extension agreements are called upon, the shortfall the City would have to contribute is approximately \$270,000.

John Bilton seconded the motion, which was unanimously approved.

Motion:

Brigham Mellor made a motion that the City Council approve to direct City Staff to notify all the residents within the proposed SAA reiterating to them the bottom-line costs associated with their specific property if they were to adopt the SAA or withdraw their protest from the SAA. **John Bilton** seconded the motion which was unanimously approved.

Motion:

Cory Ritz moved that the City Council approve to direct City Staff to also add in the letter being sent to the proposed SAA residents a secondary number illustrating (as close as the City can estimate), what the residents' cost per linear foot would be if the extension agreements were called upon without the SAA. **Brigham Mellor** seconded the motion, which was unanimously approved.

Street Cross Section Approval for the 650 West Street Improvement Project

Chad Boshell said that the City Staff has had three meetings with various residents that live on 650 West and 1100 West to discuss concerns about the SAA and the street improvements. Most of the discussions were about the road cross sections in the SAA. The City Staff and its consultants need direction from the City Council on the cross section of the roads so that the design can commence and any additional Right Of Way (ROW) be purchased.

Glovers Lane was the first street that the City Staff talked about in these meetings and not many resident concerns were expressed. **Chad Boshell** noticed there were not any residents that lived on Glovers Lane in attendance at these meetings, however the residents surrounding this area did not have any concerns with what the City was offering.

Glovers Lane is a major collector road which will have an 80' ROW with 52' of asphalt and sidewalks on both sides. Due to the intent and use of Glovers Lane to convey people to the Frontage Road, 650 West, 1100 West, and 1525 West, the City Staff recommends using the cross section that is in Exhibit B in the staff packet.

There was quite a different response from residents regarding the 650 West, 500 South, and 1100 West cross sections. They provided various options and ideas on what the cross sections should include. Below are a list of concerns and desires that were discussed:

- There should be a rural feel to the road and area.
- Some did not want curb and gutter.
- Some wanted rolled curb or a cross gutter as the curb.
- Some were okay with the standard cross section.
- Some wanted a wider street while others wanted a narrower one.
- They all agreed that the road should be striped as more of a traffic calming measure.
- Roads in Park City were mentioned quite a bit which does not have curb and gutter and asphalt trails.
- Some wanted equestrian trails of some kind.
- It was discussed to only have sidewalk on one side with nothing on the other.

During the discussions the City Staff held with residents, there was a lot of uncertainty surrounding resident expectations of the finished product. A lot of different versions of what it should look like were presented. Other conditions that the City Council needs to take into account when considering these cross sections are:

- 650 West and 1100 West are at a minimum, minor collector streets, with 1100 West potentially becoming a major collector in the future. These routes have been planned to be collector roads for many years and will convey a lot of traffic each day, depending on what happens with the West Davis Corridor. **Dave Millheim** also said it depends on what the County will do with the Legacy Center in the future. **Chad Boshell** said that the City's transportation engineer **Tim Taylor** feels that 1100 West will become a major collector road. Even after Shephard Lane interchange was built. The City's traffic modeling still showed that Park Lane was failing, and that UDOT will have to plan another route to get traffic off of Park Lane. **Tim Taylor** feels that in order to do that, there will have to be an interchange off of the West Davis Corridor somewhere south of Farmington. **Dave Millheim** says he agrees with **Tim Taylor** and says this is something that will need to be addressed in the future. Because the City owns most of 1100 West, it might be needed as a ROW.
- 500 South is planned to be a minor collector road and should remain that way, because it is the only east-west connection between Clark Lane and Glovers Lane.
- Curb and gutter is needed to manage storm water, create boundaries, protect asphalt, protect private property, manage parking, and contain vehicular traffic.
- Park strips are used for aesthetic purposes and snow storage in the winter.
- Sidewalk is needed for the Canyon Creek Elementary School children and for the new high school students.

With the desire of some residents to maintain the rural feel, **Chad Boshell** and **David Peterson** went to Holladay City. Holladay City does not have many curb and gutters, and they also have narrow roads. Holladay City does not have the same issues or concerns as Farmington City. **Chad Boshell** said that with the lack of curb and gutters, Holladay City does have problems with asphalt crumbling from the outside in. They do not have any safe routes to their

schools. Currently, where new developments are happening in Holladay City, they are installing curb, gutters, and sidewalks. **Dave Peterson** said that Holladay City does have some rolled curbs, but he noticed that this type of curb is not as strong and presses down easier. It also gets neglected over time due to cars parking on it or over it, and it breaks down quicker. **Chad Boshell** also went to Park City to see their road options. He said the roads in Park City are completely different than 650 West. The areas in Park City that do not have curb and gutters are a lot steeper than 650 West in Farmington, so the drainage would roll off a lot quicker.

Chad Boshell said if the City does not put curb and gutter in, it would be a shift in what the City has been allowing in the past. There are areas in Farmington such as Summerset and Main Street that do not have curb and gutter. The City has received many complaints about this and they want to have curb and gutters in place.

Chad Boshell explained the two options that are being considered to the City Council. Option 1 is as follows:

- a. Glovers Lane from the Legacy overpass to Country Lane shall be the standard 80' ROW with sidewalk per Exhibit B.
- b. 650 West shall be the standard 66' ROW with sidewalks per Exhibit A.
- c. 500 South shall be the standard 66' ROW with sidewalks per Exhibit A.
- d. 1100 West shall be improved on the remaining portions on the west side only and leave the east side untouched until we have clarity on the future road issues. The west side treatments will adhere to the standard 80' ROW.

Chad Boshell said that Option 2 is the same as Option 1 however, 650 West may be the standard 66' ROW per exhibit A with sidewalk on the east side and an equestrian trail on the west from Glovers Lane to 500 South. The City has great trail systems and if the City Council decides that they want to do the equestrian trail, the City would need to commit to it and put it on the south side of Glovers Lane and west side of 1100 West, and place the trail on either side of 1525 West. The trails can then all be connected to the existing ones.

Regarding the equestrian trail, City Staff have come up with two options. The first option would be to not have a landscape strip, but have crushed gravel all the way up. The other option would be to leave a landscape strip in and have 5 feet of a gravel trail put in. That is narrow for an equestrian trail but there would be a landscape buffer that could still beautify the area. There might be a concern with the equestrian trail along 650 West and 1100 West because this area was developed a while ago and had different requirements that were associated with the driveways. Most of the residents have wider and larger driveways and the trail will interfere with them. It would be a stop and go trail. **Chad Boshell** also mentioned that as Farmington is developing there will not be as many people who have horses or use the trails. He feels that at some point in the future there will be no reason to have these trails and the City will then need to replace the trails with sidewalks. The staff is recommending the approval of Option 1 after seeing where Farmington City is headed in the future and hearing from the residents.

Cory Ritz felt it was not beneficial to the City that there was not representation from the residents along Glovers Lane or 500 South. He feels that there might be property owners who

have an opinion on the type of trail that will be placed along these roads. **Cory Ritz** thinks the equestrian trails might be a reason people visit Farmington City. People will use and ride the City's trails due to fewer places in the surrounding areas that will have these amenities. He and **Brett Anderson** feel that curb, gutter, and sidewalks are not necessary along the south side of Glovers Lane. **Cory Ritz** would approve Option 2 as long as there were some adjustments to the trails and sidewalks. He is opposed with going away from the trail system entirely.

Mayor Jim Talbot mentioned the importance of connecting multi-use trails and/or sidewalks for connectivity and safety for trail users. **Brett Anderson** asked if there would be any other connectivity options instead of Options 1 or 2 that have been mentioned. He felt that a trail along 1100 West would not be necessary. **Chad Boshell** showed a map of all the trails in the west Farmington area. He said that if the City Council goes with Option 2, Staff would add a trail on the south side of Glovers Lane connecting to the Legacy Trail. The reason the Staff would like to put the trail along 1100 West is for connectivity purposes. **Dave Millheim** said the City Staff is not proposing to build all trails right away. They are thinking of the future, and planning where future trail connections could be located.

Brigham Mellor explained that the County is trying to remove itself from any horse related activities. The County cannot compete with Central Utah and what they are able to offer with their equestrian events. He and **John Bilton** feel having curb, gutter, and sidewalks in this area will not take away from the rural feel that west Farmington is trying to maintain. Those individuals that enjoy the equestrian lifestyle can still enjoy it. **Brigham Mellor** said that Option 2 with having an equestrian trail along 650 West is not a good idea. This trail would create a false sense of security for individuals who use it. Also, this trail will have several cars drive over the top of it, which will cause it to break down and the City will need to replace it frequently.

Doug Anderson said that he was in favor of having more trails in order to lower the cost for the residents, but he thinks it would cause a disservice to the community in the long run due to the maintenance and safety issues. The Tiger Grant that the City will be receiving will also pay for most of the sidewalk cost and he thinks that it would be unfortunate if the City did not use the money it was given. **Mayor Jim Talbot** said his main goal is to provide safety and he feels that curb, gutter, and sidewalks would accomplish that. He does not want to replace a trail in the near future because it might not work out or forfeit the Tiger Grant. He does not want to lose out on that opportunity.

Dave Peterson specifically explained the area the Tiger Grant will cover. He said the grant will cover the sidewalks on both sides of Glovers Lane, starting from the UTA tracks continuing to the overpass. It will also cover both sides of 650 West starting from the Pack Farms property continuing to State Street. The Tiger Grant will also cover a 4-foot bike lane on both sides of these streets. The Tiger Grant has specific rules and limited areas as to where it will qualify.

Motion:

Doug Anderson made a motion to move that the City Council approve the cross sections for Option 1

- a. Glovers Lane from the Legacy overpass to Country Lane shall be the standard 80' ROW with sidewalk per Exhibit B.
- b. 650 West shall be the standard 66' ROW with sidewalks per Exhibit A.
- c. 500 South shall be the standard 66' ROW with sidewalks per Exhibit A.
- d. 1100 West shall be improved on the remaining portions on the west side only and leave the east side untouched until we have clarity on the future road issues. The west side treatments will adhere to the standard 80' ROW.

John Bilton seconded the motion, **Doug Anderson**, and **Brigham Mellor** voted in favor of it; **Brett Anderson** and **Cory Ritz** voted to deny it. The motion passed on a 3-2 vote.

Design Engineer for the 650 West Street Improvement Project

Chad Boshell said the City received two proposals to design the 650 Street Improvement Project. The work includes the design of the road and all improvements as detailed in the current SAA boundaries. One of the engineer groups was JUB. Their proposal for this project was \$189,900 and the other engineering group was from CRS. Their bid for this project was \$57,975. City staff recommends awarding the design engineering for the 650 West Street Improvement Project to CRS Engineers.

Motion:

John Bilton made a motion that the City Council approve the design services and contract for the 650 West Street Improvement Project to CRS Engineers for the amount of \$57,975. **Brett Anderson** seconded the motion, **Doug Anderson**, **John Bilton**, **Brigham Mellor** voted in favor of it; **Cory Ritz** voted to deny it. The motion passed on a 4-1 vote.

SUMMARY ACTION:

Minute Motion Approving Summary Action List

1. Resolution and Agreement with Davis Metro Narcotics Task Force

Motion:

John Bilton made the motion that the City Council approve the Resolution and Agreement with Davis Metro Narcotics Task Force as outlined in the staff report. **Doug Anderson** seconded the motion, which was unanimously approved.

GOVERNING BODY REPORTS:

City Manager – Dave Millheim

He did not have anything to report at this time.

City Council Committee Reports

Mayor Jim Talbot would like to know the Council member's updates regarding these meetings. **Brigham Mellor** reported that the ULCT will be cancelled for the month of November. The other Council members did not have any updates at this time.

Mayor Jim Talbot

1. He told the Council members that on December 10th at 6:00 p.m., he will be hosting a Christmas party for them and their spouses.
2. He reminded the Council members and staff of the employee party on December 16th at 1:00 p.m.

Council Member – Cory Ritz

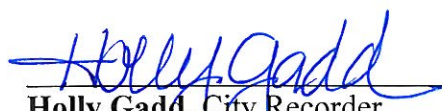
1. He received a letter from a resident and a suggestion was made concerning the roundabout on 1100 West. The exit heading west from the roundabout onto Station Park could be striped for two lanes to alleviate some confusion and congestion.
2. He also mentioned that the residents in the apartments on the west side near the roundabout on 1100 West are parking diagonally and the vehicles are obstructing the road. He suggests that the property owner restripe the parking and have the vehicles park parallel.

Council members **Brett Anderson**, **Doug Anderson**, **John Bilton**, and **Brigham Mellor** did not have anything to report at this time.

ADJOURNMENT

Motion:

At 9:58 p.m., **Doug Anderson** made a motion to adjourn the meeting. **John Bilton** seconded the motion, which was unanimously approved.



Holly Gadd, City Recorder
Farmington City Corporation

Posted 01/05/2017